



City of Vancouver City Center Redevelopment Authority: IBR Program Update

January 18, 2024

Katherine Kelly,
Policy Advisor

Meghan Hodges, Community and Government Relations Manager
Steve Katko and Sam Daleo, Design Team



Interstate Bridge Replacement Program

Critical connection linking Oregon and Washington across the Columbia River

- Part of a vital regional, national, and international trade route
- The only movable bridge on I-5 between Canada and Mexico
- One span over 100 years old
- At risk for collapse in the event of a major earthquake
- \$1.2 million in annual Operations and Maintenance (O&M) costs
- Capital maintenance is estimated to cost over \$270 million by 2040



Initiating IBR Efforts

- ▶ Bi-state Memorandum of Intent signed by Governors Brown and Inslee in November 2019
- ▶ Bi-state legislative committee oversight and guidance to shape program work
- ▶ ODOT and WSDOT are jointly leading the program work in collaboration with eight other bi-state partner agencies:
 - Oregon Metro
 - SW WA Regional Transportation Council
 - TriMet
 - C-TRAN
 - City of Portland
 - City of Vancouver
 - Port of Portland
 - Port of Vancouver



Photo courtesy of Office of Governor Kate Brown



Purpose and Need



Safety: Narrow lanes, no shoulders, poor sight distances, bridge lifts, and substandard ramp merging and diverging contribute to accidents.



Earthquake vulnerability: In a major earthquake, the bridge would likely be significantly damaged, potentially beyond repair.



Impaired freight movement: Congestion and bridge lifts slow down freight carrying goods along I-5, a critical economic trade route on the West Coast.



Inadequate bike & pedestrian paths: Narrow shared-use paths, low railing heights, and lack of dedicated pathways impede safe travel.



Congestion: Over 143,000 vehicles crossed the Interstate Bridge each weekday in 2019, resulting in 7 to 10 hours of congestion during peak travel times.



Limited public transportation: Limited transit options and existing bus service can be unreliable due to traffic congestion and/or bridge lifts.

Equity and Climate are Key Priorities



Members of Advisory Groups on Bridge Tour

- ▶ Maximize benefits and minimize burdens for equity priority communities
- ▶ Center equity priority community engagement and feedback
- ▶ Support state climate goals of reduction in greenhouse gas emissions and air quality improvements
- ▶ Improve infrastructure resilience to future climate disruptions

Interstate Bridge Replacement Program

River Crossing:

New earthquake-resilient, multimodal bridge

Roadway:

Adds safety shoulders and auxiliary lanes and modifies 7 closely spaced interchanges

Transit:

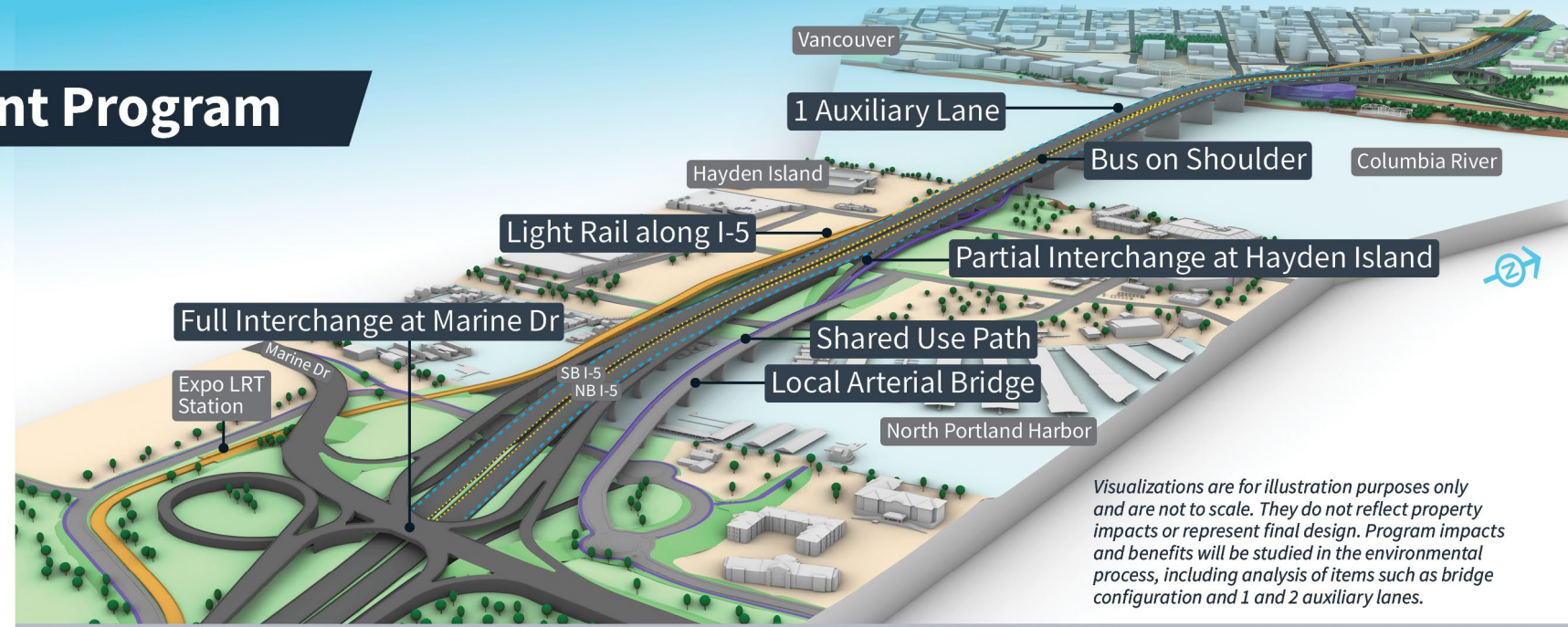
Extends Light Rail and adds express bus on shoulder to better connect transit systems

Active Transportation:

Safe and accessible shared use paths

North Portland Harbor:

New earthquake-resilient bridge



Visualizations are for illustration purposes only and are not to scale. They do not reflect property impacts or represent final design. Program impacts and benefits will be studied in the environmental process, including analysis of items such as bridge configuration and 1 and 2 auxiliary lanes.

Benefits:

Creates earthquake resilient corridor that improves safety, congestion, and reliability

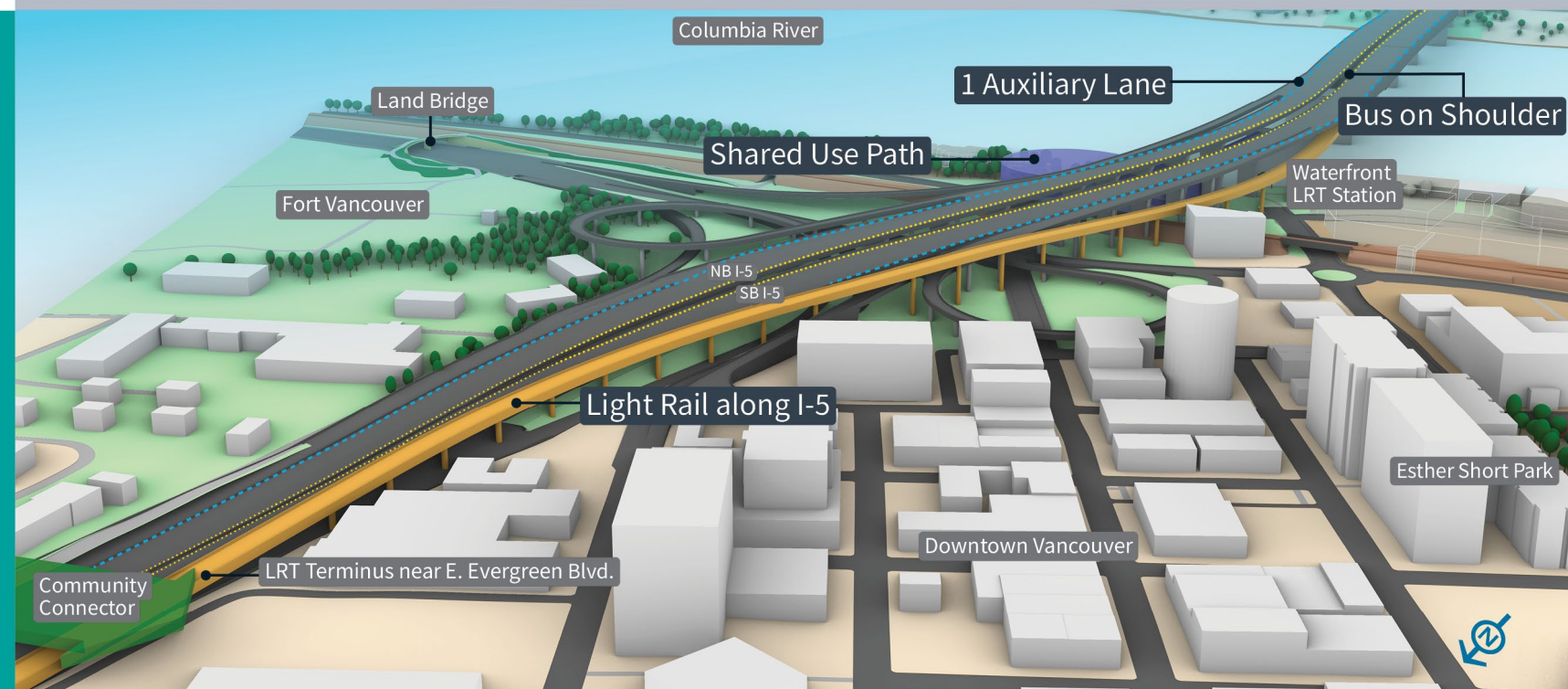
Maximizes benefits and minimizes burdens for equity-priority communities

Improves freight movement and connections

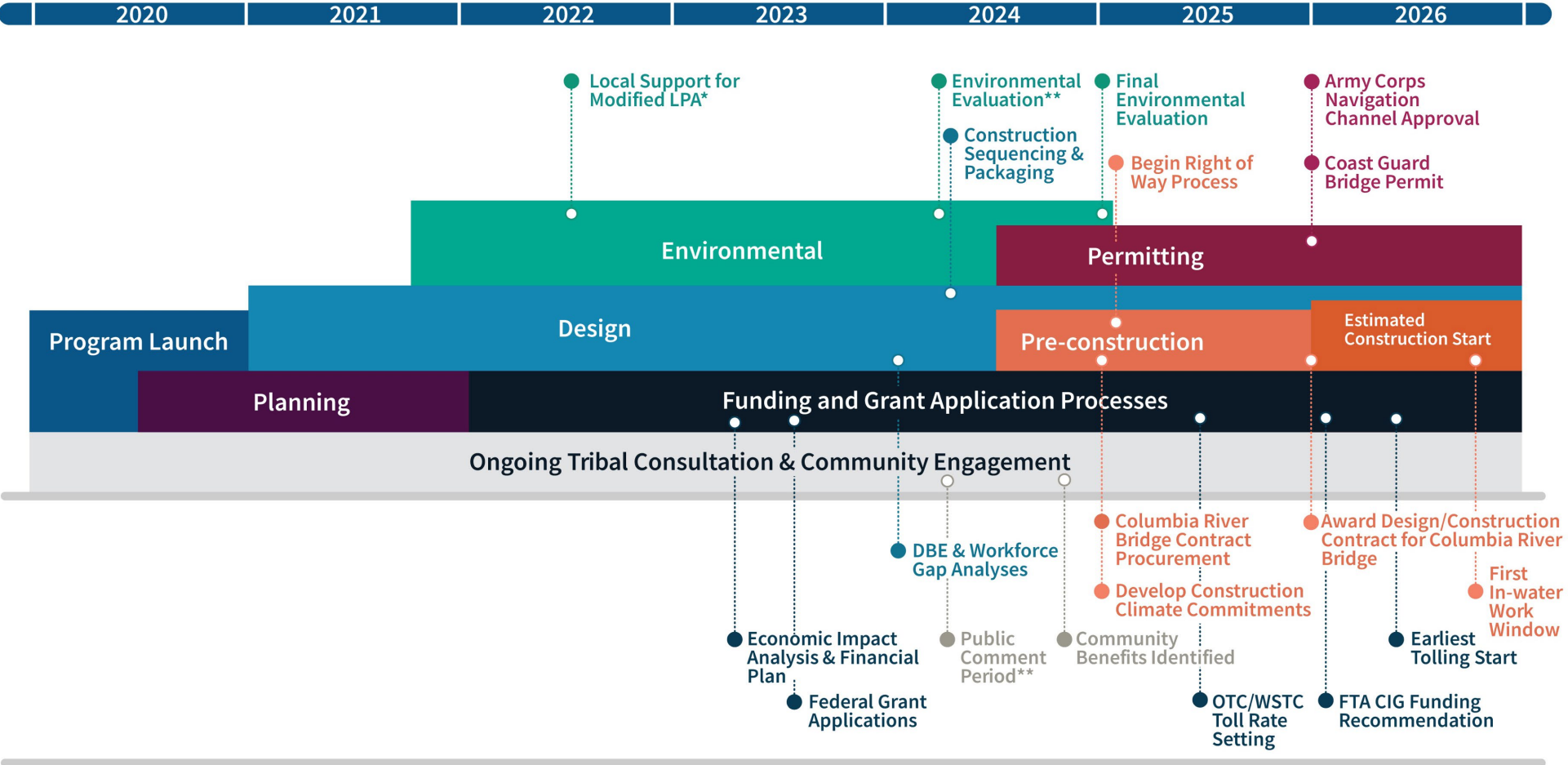
Expands transit options and accessible alternatives to single-occupancy vehicles

Supports tens of thousands of jobs and generates nearly 2x return on investment during construction

Supports climate goals of both states



Program Schedule



Working draft: 11.21.2023. Schedule will be updated as needed to reflect program changes and timeline.

*Partner agencies confirmed their support for foundational program investments identified in the Modified LPA (Locally Preferred Alternative) to advance for further study in Draft Supplemental Environmental Impact Statement (SEIS).

**The public comment period will extend for 60 days. Following public review of the Draft SEIS, refinements will be made to address comments and a corridor-wide alternative for analysis in the Final SEIS will be confirmed

Program Area Map

- ▶ Investments shown represent the areas being studied for potential impacts and benefits, but do not reflect a final decision about what will be built



Program area map is available at: www.interstatebridge.org/media/fnjho04j/mlpa-roll-plot-5-25-23.pdf

January 18, 2024



Thank you!



www.interstatebridge.org